

**THE WEATHER**  
Forecast for Portsmouth  
and vicinity — Tuesday  
fair; Wednesday unsettled;  
probably rain; light variable  
winds.

# THE PORTSMOUTH HERALD

**SUN AND TIDE**  
Sun Rises..... 5:25  
Sun Sets..... 5:53  
High Tide..... 11:50 am  
High Tide..... 11:59 pm  
Moon Rises..... 6:17 pm

VOL. XXVIII, NO. 600. PORTSMOUTH, N. H., TUESDAY, SEPTEMBER 16, 1913. Portsmouth Daily Republican Merged with THE HERALD, July 1, 1902. PRICE TWO CENTS.

## HOLD EMPLOYEES RESPONSIBLE

**Coroner Files Finding on Disastrous Wreck and Engineer, Conductor and Flagman are Arrested**

New Haven, Conn., Sept. 15.—Three employees of the New York, New Haven and Hartford Railroad are held by Coroner Eli M. Mix to be criminally responsible for the disastrous wreck at North Haven on September 2, when the White Mountain express plunged through the second section of the standing bar Harbor express, exacting a toll of 21 lives. The coroner's finding was filed today with the clerk of the superior court, after he had conducted a private inquest for a number of days.

Those held to be responsible are Augustus H. Miller, engineer of the White Mountain express, and Bruce C. Adams and Charles H. Murray, conductor and flagman respectively of the Bar Harbor train.

The coroner neither blames nor absolves the New Haven road for the wreck. He finds the signals were in perfect working order and "whether the banjo signals were obsolete or not," the accident would have been prevented if the company's rules had been followed. He touches upon the question of steel couplers and an improved signal system only incidentally, saying that these matters are not within his jurisdiction, but were in the scope of the state public utilities commission. He directs the commission to investigate at once the system of discipline on the road and declares that the number of violations of rules by employees make a sorry record.

**Held in \$5000 Bonds**

Engineer Miller was arrested on a warrant to appear before the superior court now in session here. He pleaded not guilty, and was released in \$5,000 bonds furnished by the Brotherhood of Locomotive Engineers.

Bench warrants also have been issued for the arrests of Adams and

## INJUNCTION SHIELDS THAW

**Will be Taken to Littleton Today and Expected He Will be Given Hearing Before Felker Tomorrow**

Colebrook, Sept. 15.—The judicial branch of the United States government assumed joint guardianship with the state of New Hampshire of Harry Kendall Thaw tonight. By virtue of a writ of habeas corpus issued at Concord, on Saturday last, United States Marshal E. P. Nute became one of the Matthevan fugitives' custodians and tomorrow he will be taken to Littleton and produced before Judge Edgar Aldrich in the U. S. district court. The writ was obtained by Thaw's lawyers as a weapon against William Travers Jerome in case Jerome should try forcibly to get Thaw across the New York border. Before the federal court tomorrow, they will seek to have the writ continued to safeguard their client against Governor Felker's attempt to get Thaw in the extradition hearing to be held at Concord probably on Wednesday.

Jerome will object to the continuance of the writ and insist on an immediate hearing, even though there is a possibility that Thaw may be released from custody. Jerome believes that Thaw's counsel would make no attempt to get their client out of the state under the circumstances; and that Thaw would be immediately arrested and brought before the governor as arranged.

Both factions planned tonight to leave Colebrook for Littleton at 6 o'clock tomorrow. The distance is about 44 miles and the train if on time should reach there about 8:30.

Thaw, tonight, was eagerly anticipating the trip to Littleton. It is the first time, with the exception of bankruptcy proceedings at Pittsburgh that his case has ever been in the federal courts and the sovereign power of Uncle Sam gave him a sense of security against kidnapping.

Marshal Nute reached Colebrook

## MISS EGGLESTON DIES FROM EFFECTS OF HER INJURIES

### AMPUTATION NECESSARY

**Frank Fernald Has Foot Crushed in Railroad Yard.**

Frank M. Fernald of South Effort, Me., an assistant foreman in the section crew of the Boston & Maine railroad, was seriously injured in the yard near the foot of Cornwell street this morning. Fernald was working on the roadbed when a switching engine with a car attached backed down on him, the wheels of the car passing over his right leg.

Railroad men who heard his cries rushed to his assistance and he was picked up and hurried to the depot in the cab of a locomotive. The ambulance made record time and was at the depot when the injured man arrived.

At the hospital the attending physician, Dr. John J. Berry, found amputation necessary, and the limb was cut between the knee and ankle. The unfortunate man is one of the oldest employees in the crew and a most thorough man in his line of work.

### Sustained a Fractured Skull When Auto Overturned

**Other Occupants of Car Escape With Minor Injuries--Mr. O'Mahoney, Owner of the Other Car, is Under Arrest**

Miss Corilla C. Eggleston, assistant principal of the Portsmouth Training school at the Farragut school, died at the Wentworth hospital in Dover at 2:30 o'clock this Tuesday morning as the result of an automobile accident on the Dover Point road shortly after 8 o'clock Monday evening.

The accident was the result of a collision with a large touring car, owned and driven by Arthur O'Mahoney of 67 Cross street, Lawrence, Mass., who was accompanied by a woman whose name was not learned. Both O'Mahoney and his companion escaped uninjured. On their arrival in Dover the woman took a train, while O'Mahoney went to the Broadway hotel, where he was later arrested by the Dover police on complaint of Mr. Crocker, charged with running at an excessive rate of speed.

In the car with Miss Eggleston were Miss Margaret Goodwin, daughter of Mr. and Mrs. J. J. Goodwin of this city, and Mr. Conrad Crocker of Fitzwilliam, N. H. The car was being driven by Frank Harvey, an experienced chauffeur. The other three occupants escaped with only slight injuries.

The accident happened about two and one-half miles out of Dover at Tuttle's corner.

Mr. Crocker who is stopping at the Buckingham hotel, while visiting friends here, fired an automobile from the Portsmouth Motor Mart Monday evening to take the Misses Eggleston and Goodwin to Dover, to call on friends. Frank Harvey, one of the most careful drivers was driving the car and they were on their way back and running at a moderate rate of speed when the accident happened. At this point there is a slight turn in the road and Mr. Harvey states that they came to the turn they saw the other car coming at a fast rate of speed and he sought in every way to get out of the way, proceeding over almost into the gutter and throwing on his emergency brake. The other car, a six cylinder Hudson, struck the Harvey car at the left front wheel and turned it half way around and across the road and it turned over pinning everybody under it.

The impact was so great that the O'Mahoney's car was hurled back from the Harvey car about fifty feet and turned crossways down in the ditch but remained upright so that neither O'Mahoney or his lady were injured.

The crash as the two cars came together was heard by a boy who ran to the home of George Tuttle near by and notified them of the accident and they hastened to the scene.

Frank Harvey was thrown almost clear of his car only his left leg being pinned under the car and when a man arrived with a lantern he was able to release himself and he immediately took steps to release the others. He wrenched a post from a fence and with this by great exertion raised the car from the ground so that Miss Eggleston, who was pinned down by the door of the car, which laid across her chest, could be pulled out. She was unconscious. Miss Goodwin, who was completely under the car, was next released and she was unconscious, but came to in a second or more, having fainted. Mr. Crocker was also under the car and unharmed.

Miss Eggleston's injuries were at once seen to be very serious and from the Tuttle house a telephone message was sent to this city for physicians. The message was received at the Motor Mart and there was some quick work by the driver to get physicians and started, and three cars went out each with a physician. Dr. Higgins driven by William Page was the first away and they made very fast time.

In the meanwhile a message had been sent to Dover and the ambulance sent out and Dr. Edmund N. Carignan responded and as soon as he arrived he took Miss Eggleston, Miss Goodwin Mr. Crocker and Mr. Harvey in his car

### Did You Get Your New Warner Corset?

If not don't put off too long. Now is the time. There is a decided change in fashion lines owing to the various fitted girdles, sashes and close drapery arrangement—all requiring new corseting.

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Every pair guaranteed not to rust, break or tear. See them now.

THE STORE THAT SPEAKS FOR ITSELF

## George B. French Co.

New Suits, New Coats, New Waists, New Skirts and New Sweaters. An early showing of the "New Fall" Thoughts for 1913, showing the Latest Styles, Shades and Fabrics. It will be greatly to your advantage to make early selections as many styles are exclusive and cannot be duplicated.

SHOP AT FRENCH'S

### SHAKE UP IN DOVER POLICE

City Marshal Adams and Captain Stevens Are Dropped.

Dover, Sept. 15.—The long awaited developments in the police situation in this city were brought to a point about 5 this afternoon when Arvin Place, chairman of the newly appointed police commission, called at the station and notified City Marshal James B. Adams that his services were no longer required.

Edward S. Clark for over 20 years an engine on the Boston & Maine railroad and a former member of the police commission, was appointed to succeed Marshal Adams.

Captain Charles Stevens captain of the night watch, was notified by Mr. Place over the telephone that he was sent to Charles Hammond, night patrolman on the north side of the city. Captain Stevens has been connected with the Dover police department for many years. His removal was a surprise and already sharp criticism of his removal has been openly made on the street.

No official appointments have been made to fill the last named vacancies, but it is understood that Owen Flanagan will succeed Captain Stevens.

### MRS. FAIRCHILD ENTERTAINED

New Hampshire College, Durham, N. H., Sept. 15.—Mrs. E. T. Fairchild wife of the President, and Miss Fairchild, were hostesses this afternoon at a reception to the women members of the incoming class, to meet whom the wives of faculty members were especially invited.

### INSPECTING RAILROADS

The Public Service Commission left Concord on Monday on an inspection tour over the railroad and grade crossings in the state which will take a week. The first trip was to Tilton, Belmont, and Bristol. Today they went to White River Junction and Claremont Junction.

On Wednesday they will take a run out to Hellows Falls and will come back to Concord over the Claremont branch. On Thursday they will go over the Peterboro and Hillsboro branch to Contoosick, Peterboro, Winchester and Keene and will return to Concord on Friday.

## HOSIERY & UNDERWEAR

"CADET" HOSE, reinforced with linen, for Men, Women and Children, a straight guarantee must give satisfactory wear or a new pair.

### 25c Pair

Harvard Mills Underwear, Vests, Pants and Union Suits.

Every style made in any of these garments. Low, V, square or low neck, sleeveless, short, elbow or long sleeves, knee or ankle length.

L. E. Staples, Market St.

## ELECTRIC ROADS STUDY PUBLIC

Relations With Patrons Theme  
of Big Convention to Be  
Held at Atlantic City.

### AFTER UNSIGHTLY POLES

Committee of National Bodies  
to Report on Method Look-  
ing Towards Their Joint  
Use—Will Largely Dimin-  
ish Number.

The American Electric Railway Association, whose company members represent over 30,000 miles of track, more than 75 per cent of the total in this country, will hold its thirty-second annual convention in Atlantic City, Oct. 12 to 17.

The preliminary announcement of its program indicates the growing attention which public service corporations are giving to the matter of relations with the public and employees. Technical matters, being left largely to the allied associations, composed of the technical men of the business, the parent association, in which are found the heads of the companies, devote its attention largely to subjects of general interest to the industry.

This year it will hear the report of a committee composed of representatives of its own organization, the National Electric Light Association, the American Institute of Electrical Engineers and the American Telegraph and Telephone Company, on a form of agreement and a code of practice for the joint use of poles in city and village streets, which it is expected will lead to the gradual elimination of many of the unsightly barriers to the "city beautiful."

"Profit Sharing With Employees," "The Relation of Carriage to the Development of the Territory They Serve," "The Effect of City Congestion," "Present Tendency of Public Service Laws and Regulations," "Valuation" and "Electric Railway Securities From the Investors Viewpoint," are some of the subjects which will be discussed.

Among the speakers will be Frank Medley, vice president of the Interborough Rapid Transit Company of New York; Paul Shoup, president Pacific Electric Railway Co., Los Angeles; C. H. Sargent, vice president, Boston Elevated Railway Company; J. J. Burleigh, vice president, Public Service Corporation of New Jersey; W. E. Dunn, vice president of the Washington (D. C.) Railway and Electric Company; C. L. H. Thigley, vice president of the American Railway Company, Philadelphia; C. N. Duffy, vice president, The Milwaukee Electric Railway and Light Co.; Richard McCallach, vice president, United Railway Company of St. Louis; C. W. Dool of Harris, Forbes & Company, New York; A. D. B. Van Zandt, Detroit United Railway Company; David W. Brown, vice president, Interborough Rapid Transit Company, New York; Frank Berge, general counsel, Public Service Corporation of New Jersey; C. M. Rosenkrantz, general counsel, The Milwaukee Electric Railway and Light Company and Assistant Surgeon General W. C. Hucker of the United States Bureau of Public Health.

### THE SMART SET'S BEST

Willard Huntington Wright, the new editor of the Smart Set, is evidently much pleased with what he has done. On the cover of the October number are the following signed statement, which, although we may not agree with him, is nevertheless interesting: "I believe that this is the best number of The Smart Set ever issued. It is stimulating and genuinely different. For eight months I have worked hard to make this number mean something. I think I have succeeded."

It is a hopeful sign that an editor has dared to do what Mr. Wright has done with an established magazine. He has deliberately called down upon his head adverse criticism and unenthusiasm from a large number of the reading public by printing material which other magazines would not dare handle. The October number is full of genuinely different contributions. One glance through this issue of the magazine demonstrates beyond peradventure of a doubt, that Mr. Wright has the courage of his convictions, for here are stories, essays and reviews of a frankly unconventional nature—contributions which can appeal only to the better class reader, to the reader who wants the highest kind of entertainment, and who is not disturbed by the fact that this entertainment tramples on his prejudices.

### TECHNICAL WORLD MAGAZINE

The following is a list of leading articles for October, 1913:  
Can We Defend It?—Agnus C. Lant.  
Striding Inventive Genius—John A. Holmes.  
Blood Will Tell—Arthur H. George-Joyce.

Black Handing the Sea—Lions—Randall R. Howard.

Knife Saves Young from Beesom.

## Noted American and English Professional Golfers in National Open Championship



Brookline, Mass., Sept. 17. Keen interest is manifested in golf circles all over the country in the open national championship which was scheduled to be played for here September 16-19. A number of noted professional players on whom the eyes of the enthusiasts are particularly directed are here

shown. Edward Ray and Harry Vardon are prominent English cricketers who are entered. J. J. McDermott is the national open champion, and Alex. Smith holds the metropolitan open title. Besides these eleven men there are most of the crack amateurs in the contest, headed by Jerome D.

Taverner, then national amateur champion, who recently retained his title in the Garden City, N. Y., tournament. The open championship is open to professionals and amateurs alike. There is no pairing. It is a straight medal play.

### POULTRY JUDGE.

Mr. Mitchell Has Officiated in  
This Capacity at Fairs in  
the Middle West.

Durham, Sept. 16.—R. V. Mitchell, in charge of the courses in poultry work offered at the New Hampshire College this year for the first time, is to judge the poultry at the fair at Marlborough, N. H., Sept. 18. Mr. Mitchell, who has made an exhaustive study of the subject at Cornell, Pennsylvania State, and at the University of Missouri, is an experienced poultry judge and has officiated in this capacity at fairs in Pennsylvania and the Middle West. Mr. Mitchell declares that a feature of poultry shows that deserves special

encouragement for the good of the industry in this state is the preparation and exhibition of dressed fowls, regardless of breed, and the exhibition of eggs. The proof of success is the marketable bird, and Mr. Mitchell urges this bird be produced even if pure bred show birds are neglected.

As soon as the work is under way there will be suitable poultry buildings erected on the college farm. Among them will be a set of colony houses, each large enough to provide room for a cock, hen and six or seven hens, the colonies, one each of some standard variety, to be the nuclei of a future college flock. The varieties have not as yet been determined upon, but the better American, Mediterranean and Asiatic fowls will be included.

## HOLD EMPLOYEES RESPONSIBLE

(Continued from Page 1.)

wreck at a reckless rate of speed.

The coroner finds that Engineer Wanda of the Bar Harbor train also ran by the danger signal and he recommends that he be disciplined for this violation of the rules. But, says the coroner, although Wanda was aware he had violated the rule, he had a right to believe that the engineer of the White Mountain express would not pass the danger signal. Although believing a dangerous condition existed while his train was at a stop and which Wanda attempted to relieve, he was prevented from so doing by the direct order of the conductor, Adams. The coroner adds that Wanda overruling the signal was an accident, rather than the proximate cause of the wreck.

After recounting that Conductor Bruce Adams of the Bar Harbor express had been a railroad conductor ten years, and a passenger conductor for five months, Coroner Mix says: "It was clearly his duty after the train had stopped, to get away from the danger at once, and clearly his duty to have left a competent flagman behind, and at once proceed, especially so since he was aware that his flagman was to be relieved upon arrival in New Haven. There still remained additional trainmen, anyone of whom in emergency could be called upon to protect the train."

### Serious Findings Against Flagman

Of Flagman Murray of the Bar Harbor, the coroner says: "It is claimed that he did not have time to go back the required distance before being called in by a signal given by the engineer, and before he could place his torpedoes and light his fuse. From all the testimony taken on this subject I find directly to the contrary. He did not go immediately out when the train came to a stop; he did not endeavor to go back the required distance, and he did not set his torpedoes or light his fuse."

The coroner finds that neither of the three men held responsible were incapacitated, physically or mentally from the performance of duty.

The coroner devotes considerable attention to violations of the company rules.

The company has meted out discipline in all cases, says the coroner, but the violations have been too frequent and too numerous. This record is a sorry one.

Since the first of the year he finds that the New Haven management has held from 12 to 15 open meetings with its train employees, at which time obedience of the rules, loyalty, harmony, and efficiency were urged.

## BASE BALL

### American League

Boston 5, St. Louis 3.  
Detroit 7, New York 5.  
Philadelphia 8, Cleveland 6.  
Chicago 5, Washington 0.

### National League

Pittsburgh 5-6, Boston 6-1.  
New York 4, Chicago 3.  
Philadelphia 2, Cincinnati 2.

### New England League

No schedule.

### OBSEQUES

Mrs. Emily A. Nelson.

The funeral of Mrs. Emily A. Nelson was held at her home in South Mill Monday afternoon at 2:30. Rev. George W. Brown officiating. Interment took place in Mt. Pleasant cemetery under the direction of H. W. Nickerson. The pall bearers were Samuel A. Staples, Charles E. Huntress, William Huntress and Hampton Cole.

### OF LOCAL INTEREST

Some People We Know and We Will Profit By Hearing About Them

This is purely a local event. It took place in Portsmouth. Not in some faraway place. You are asked to investigate it. Asked to believe a citizens word. To confirm a citizens statement. Any article that is endorsed at home is more worthy of confidence. Than one you know nothing about. Endorsed by unknown people. Thomas Entwistle, chief of police, 47 Cabot street, Portsmouth, N. H., says:

"I think as highly of Doan's Kidney Pills today as I did years ago when I first used them. At that time I was in a bad way as the result of kidney trouble, and though I had repeatedly tried remedies to get relief, my efforts were in vain. When Doan's Kidney Pills came to my attention, I procured a supply at Philbrick's Drug Store and began using them as directed. In a short time I was rid of kidney trouble and felt better in every way. I occasionally have a slight pain in my back, but a few doses of Doan's Kidney Pills give me prompt relief."

For sale by all dealers. Pilled by Doan's. Foster-McMillan Co., Buffalo, New York, sole agents for the United States. Remember the name—Doan's—and take no other.

## FRANK JONES HOMESTEAD ALE

Suits the good taste of New  
England people.  
That's why you see our  
shield sign in sight almost  
everywhere.

FRANK JONES BREWING  
COMPANY.

## HEAR YE! HEAR YE!

The courts will have to decide what shall be the fate of Harry K. Thaw, and order him where, in their judgment, they think he should be.

That is their business, but they will not look to the ordering of that fall suit or topcoat you are thinking about. That is YOUR business. You know it is the part of wisdom to be "diligent in business," so you should attend to your part of it at an early date. You know if you do your part we will attend to ours.

Quality of Fabric, and Satisfaction of Fit Guaranteed.

CHARLES J. WOOD

TAILOR TO MEN.

MAKER OF CLOTHES OF TODAY.

Headquarters for New Hampshire People.

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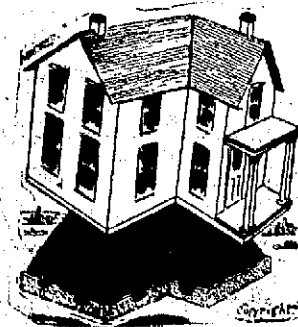
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How much do you need? Whenever you say we will

DELIVER IT PROMPTLY.

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SANDFORD & GROSSMAN, 19 DANIEL ST.

UP STAIRS! OPEN EVENINGS.



SCENE FROM "WHAT HAPPENED TO MARY" PORTSMOUTH THEATRE, THURSDAY, SEPTEMBER 14.



## SCOOP

## THE CUB REPORTER

## And Now They Are As Far Away From Home As Ever

## BY HOF



## MORE AMERICANS MURDERED IN MEXICO

San Francisco, Cal., Sept. 15.—Word of the murder of Morris P. Root, American superintendent of the El Tigre mines at Tepic, Mex., was brought here yesterday by a few bandits who were on his way to join employees of the company who were preparing to defend the mine property. He was disarmed and cut to pieces. Root was 50 years old, and had been in Mexico about 18 years.

Max Lambert, another American engineer who arrived on the Peru, was left for dead by bandits who attacked his home in the State of Tepic. Lambert's wife and child hid, and he remained to greet the bandits, whose approach was discovered when they were

a mile away. They fractured his skull and left him for dead. When they departed Mrs. Lambert returned and secured aid.

The refugees were from the West Coast of Mexico, and they brought reports of stories of refugees who preceded them. Western Mexico is in a state of anarchy, they said. Rebel chiefs do not recognize each other, and when they are not looting and committing murder they are fighting among themselves.

Americans from the State of Durango asserted conditions there are beyond description. They said the country is over-run with bands of drunken persons who commit unspeakable crimes.

### COMMENT ON CONGRESS

It is now reasonably probable that the present session of Congress, when it ends, will have disposed of the most important and ended its fairweather period. With the beginning of the regular session on the first Monday in December the party must face what is really an epoch-making issue, an issue which in the judgment of many thoughtful persons marks the end of one economic period and the beginning of a new era in which some party or parties must do pioneer work. Whether large units of industry shall be permitted to continue under government regulation, or whether they shall be compelled to disintegrate into small units, is a question on which the people of the country are about equally divided. In handling this problem the Democratic party cannot expect to be backed up by any such preponderance of public opinion as they have been fortunate enough to have in the case of the tariff and currency. Nor can President Wilson expect on the trust issue the unanimity of backing from his party in congress which he has so far had. This question when it comes up may well be the occasion of a wholly new alignment in American politics. Just now mixed party opinion is on this issue is illustrated by the history of a single amendment which was attempted to be made to the tariff bill. Senator Gilbert M. Hitchcock of Nebraska, a Democrat, tried very hard to have the Democratic caucus adopt a prohibitive tax of 5 per cent on every corporation which does 25 per cent of all the business in its line, 10 per cent when the trust has achieved one third of all the business, and 20 per cent when the trust has achieved one half of all the business. In his line, this was intended of course to enforce competition arbitrarily. This suggested amendment from Senator Hitchcock was rejected by the Democratic caucus by a vote of 23 to 15. Senator Hitchcock felt so strongly about it that he broke away from the decision of the caucus and introduced his amendment into the senate, an action which was very much frowned upon by his party associates. Senator John Sharp Williams of Mississippi for example said:

"The Democratic party in its own good time and in the fullness of its wisdom, will deal with the first problem. But it is not going to make this bill the vehicle of all sorts of reformations, and it is not going to deal with a problem after full consideration and full hearings. There are several bills dealing with the trust question pending now, introduced by several gentlemen. Perhaps when the Democratic party comes to deal with that question it may avail itself of some of the propositions or some of the suggestions contained in this amendment. I do not know as to that. It will if it thinks it is wise. But it is not going to make this bill the vehicle for every member of alleged reform in some field or other.

Nevertheless, the amendment was debated at length and finally came to a vote. Senator George Southernland of Utah, who is accounted a thorough Republican, endorsed the Democratic position of enforcing competition.

"I have always had this particular notion about these combinations—that even though the enforcement of unbridled competition should result in an increase in prices, it would still be a desirable thing. The difficulty with a great combination which controls the output of a commodity is that it drives every aspiring man from the field. If it could be imagined that half a dozen great combinations for example, should control the output of the staple commodities of the country, although they might cheapen the article of the consumer, and undoubtedly they would be able to cheapen the article to the consumer. I think we would pay too big a price for the cheapness in the discouragement which such a situation would give to everybody that might desire to embark in the particular lines of business represented by these great combinations and in the final breaking down to a greater or less extent of the opportunity for individual initiative and the stifling of individual development which would gradually but inevitably result.

That from a Democratic senator, is a direct statement of the Democratic position on the trust question. On the other hand Senator Southernland's colleague, Reed Smoot, also a thoroughgoing Republican, dissented. One of the progressive Republicans, Senator Borah took a neutral attitude.

"In 1898 we passed a law that was designed to tax the output of the American Tobacco Co., and the American Sugar Refining Co., and it is now known beyond peradventure that these two companies pass on that tax to the consumer. In addition to that we passed a corporation tax some two or three years ago. I know some of us opposed it on the grounds that the corporations would pass the tax over to the consumer.

I could favor this proposition if I could be clear that it is so drawn as to prevent that being done in this case. Unless there is some means by which to prevent the tax being passed over to the consumer, I am afraid it will not result in regulation.

Finally when the vote came such standstill Republican senators as Gallinger of New Hampshire, Penrose of Pennsylvania, and Southernland of Utah were found voting in favor of competition while such other Republicans as Smoot of Utah, Sherman of Ohio, and McLean of Connecticut voted against it. The amendment was defeated; but it and the whole issue of which it is one suggested solution, will come up in December and will cause that session of congress to be the most vital one of recent years.

The Caucus

A part of the Democratic effectiveness this session has been due to their caucus. They have on every important occasion held a caucus to determine what legislation should be passed, and in practically every case the decision of the caucus has been binding on all the members of the party. The Republicans have had a great deal to say in criticism of this policy. As a matter of fact, the Aldrich way was very different and very much worse. Aldrich made up his mind to pass a tariff bill by private arrangement with each Republican Senator who

was willing to submit to his dictation arranging that each Senator should have whatever he demanded in the bill, and in turn should vote for the bill as a whole. This was very different and very much more objectionable than the present Democratic caucus system. As Senator Williams of Mississippi said:

This is the first tariff bill in the history of this country where the bill was submitted to a full and free and fair discussion of every one of the dominant party in a free and fair caucus, where every man could be heard and where they merely obeyed the will of the party.

Nevertheless the caucus system, even in the form in which the Democratic party is now using it, is doomed and will not last beyond the present session. It is against the present spirit. It is not consistent with present day ethics in politics. As Senator Hitchcock, a Democrat, said:

I believe the fact to be that our Democratic caucus degenerated to a political machine. The nine Democratic members of the Committee on Finance voted as a unit, regardless of their convictions. So we have a wheel within a wheel, a machine within a machine.

The coming regular session of Congress in December is likely to usher in an era of individual voting, and probably a complete democratization of party lines. After a period of that kind there would normally result a new alignment more logical than the present one.

The Canker of Power.

Any student of politics must be interested in watching the Democratic party drift into the errors and troubles which attend the possession of power. In arranging for collectors, inspectors, and other officials to collect the income tax, the Democrats provided that they should be appointed without civil service examinations. This gave the Republicans an opening in which they put the Democratic leaders in an obviously unpleasant position. Senator Lodge said:

That provision, of course, is a perfectly unvarnished attempt to take all these offices out of the classified service and to make them the subject of political appointment and personal favoritism.

Senator Root of New York attacked both the caucus system and the repudiation of civil service principles:

No reason has been given or can be given for a return to the old method of making appointments without reference to merit, without selection upon examination.

Mr. President, we have had here an exhibition not equaled in recent years of legislation through the method of party government. It is not my purpose to criticize the method adopted by the Democratic party in securing the full force of its party membership in the Senate by means of caucus action; but, sir, the exercise of the power of party government involves party responsibility, and I beg my friends upon the other side of the Chamber to realize that their action upon the method of constituting this new force for collecting the revenues of our Government will be a test—they can avoid it being made the test—of the sincerity of the Democratic party in its professions of adherence to the principles of civil service reform. If they reject this amendment and insist upon the method they propose here of constituting this new force, they must be held to be insurers in the professions they have made and to have abandoned the merit system in American politics.—Collier's Weekly.

To Attend a Meeting of Mayors

Mayor D. W. Badger has accepted an invitation from Mayor Charles Gale Shedd to attend a meeting of the Mayors of the cities of this state, which will be held at Keene on Sept. 23. All of the mayors of the state have been invited to be the guests of Mayor Shedd on the occasion of the meeting of the state board of trade which meets with the Keene Commercial Club.

The Herald gives you all the news while it is news.

## ONE BATTLESHIP PROGRAM NOT SUFFICIENT

Cannot Find Work at Navy Yards to Keep Full Force Engaged.

No Relief in Prospect Unless Congress Acts On Matter.

While there is a good force of mechanics employed at the Portsmouth navy yard at the present time, the conditions at some of the other navy yards of the country are not so flattering, owing to the "one battleship" program not being sufficient to keep the full force engaged. The Washington Star has the following to say on the general conditions:

Little work is to be done by mechanics at the Washington navy yard in connection with the construction of torpedo tubes for the big battleships 35 and 36, according to officials in the ordnance bureau of the navy department, and for that reason, unless other work is secured for the yard, the employees who have been discharged will not be called upon to return to work for some time.

It was stated at the ordnance bureau that about eight bronze and steel torpedo tubes, from which dirigible torpedoes are projected from the sides of naval vessels, represent about all of the work of that class that is to be undertaken at the Washington navy yard in the immediate future.

The suggestion that has been made in the interest of the retention at the local navy yard of the expert machinists who are gradually being laid off as the result of the reduction of naval construction, that the work of the manufacture of torpedoes be undertaken there, has not been favorably received by the technical officers of the navy department. They admit that there is a great shortage of torpedoes for naval uses, as was made evident to the house naval committee on its recent visit of inspection to the northern navy yards. The navy department for several years past has called attention to that condition, and it is expected that congress at the next regular session will be more liberal than in the past in the appropriations for the acquisition of torpedoes both by purchase and by manufacture at the government yards.

But the naval officials are convinced that the interests of economy and uniformity of product requires that the manufacture by the government of torpedoes should be conducted at one navy yard or station. Therefore they will recommend to Congress a considerable enlargement of the existing plant at the Newport torpedo factory. That establishment is now turning out 100 torpedoes annually, and even were its resources quadrupled, it is declared, the output would still be only a small proportion of the total number of torpedoes required for the United States navy.

European Countries Buying.

It is pointed out that the British navy alone today possesses 15,000 torpedoes, yet still is in the market buying all available supplies of that kind. That fact, with similar activity on the part of the Japanese and Russian governments, has prevented the United States navy from making any purchases of torpedoes from abroad for more than year past.

If congress authorizes the construction of three more battleships, which it is reported may be recommended by Secretary Daniels in his annual report, it would be of material benefit to the working force at the local navy yard, for that would mean that the men would be called on to assemble the large batteries for those ships, a job that not only would keep the present force fully employed for many months, but also would require the employment of many additional skilled workmen.

Decreased naval construction is the

reason given by Assistant Secretary Roosevelt of the navy department for the reduction of the working forces at the Washington navy yard and at several other naval stations. There is not work enough to be done at this time to keep the whole force employed, he said, and it became necessary to make a number of discharges.

More Men Must Go.

"The condition that has made it necessary to make a cut in the force at the Washington navy yard," said Mr. Roosevelt, "has made it imperative that the force at each of the other yards of the country be reduced. Within the last two weeks forty men at the Boston yard have been discharged for lack of work for them, and reductions have been made at several other naval stations.

"I can say that just as soon as the work to be done will allow it the men laid off will be taken back, but it is probable that before that is ordered it will be found necessary to discharge some more of the men. The number, however, will not be great. There will be no wholesale dismissals.

"I cannot say when it will be possible to begin to take the men back. That is something that can be determined only by the action of Congress. One battleship a year does not make enough work to keep the navy yards going all the time. I can only say that it is the desire of the Navy Department to have all of the government work that is practical done by government employees, and that the navy yard here and at all the other cities will be going full force just as soon as Congress gives us the work to do.

"The Washington navy yard is not a gun factory. It is, properly speaking, an assembling ground, where the castings of the big guns which come from the factory, are taken and put together and finished. If we had the means to make the rough forgings of the guns at the local navy yard they would be made there, but we have not. We have to have this work done at the plants that have been given the contracts.

"It is the policy of the navy department to have all of the work possible done at its own factories and by its own men, but present conditions have forced the placing of some of the work with outsiders."

## THAW WOULD WELCOME FEDERAL PROTECTION

Colebrook, N. H., Sept. 15.—Harry K. Thaw awaited anxiously today the arrival of United States Marshal E. P. Nute, bearing notice to Sheriff Drew of Coos County that the fugitive must be produced on a writ of habeas corpus before Judge Aldrich in the United States District Court at Litchton tomorrow morning.

Thaw then will be under the protection of the United States, pending disposition of the writ, and this guarantee of safety, in the face of so many kidnapping rumors, was a source of relief to him.

Sheriff Holman Drew said he did not expect Nute until this afternoon. "Probably we will not take Thaw to Litchton until tomorrow morning," he said. "There is a train leaving here shortly after six, which would bring us there in plenty of time to be in court at 11."

William Travers Jerome, New York special deputy in the Thaw matter, planned to accompany Thaw to Litchton, an old Franklin Kennedy, deputy attorney general, and Sheriff Hornbeck of Dutchess County. The Thaw lawyers desired to have argument continued in order that the writ may be available at a later date, should it be found necessary to block extradition. Judge Aldrich should insist that argument proceed tomorrow, it might result in the freeing of their client at once, prior to the extradition hearing which may follow. Father has set for Wednesday.

Complications Are Possible.

With Thaw free again, serious complications are possible. His lawyers would be acting within their rights if they attempted to rush him from the state. Jerome and his forces would, of course, seek to hold him. A physical struggle between factions is possible.

Both sides will have a lot of private detectives on hand. Thaw retired early last night after a Sunday spent entirely within doors. Most of the day he conferred with the family representative, Ex-Gov. Stone of Pennsylvania.

ENGINEER CHARGED WITH MANSLAUGHTER

New Haven, Conn., Sept. 15.—August H. Miller, engineer of the White Mountain Express, which wrecked the Bar Harbor Express on the morning of Sept. 2 at North Haven, was arrested this noon on a bench warrant obtained by state's Attorney Alling and presented before the Superior Court, charged with manslaughter.

In the wreck 21 persons lost their lives and two more were injured, 11 still remaining in hospitals here. Miller pleaded "not guilty" and his bond was fixed at \$5000, the same amount which was provided by the Brotherhood of Locomotive Engineers after coroner Mix had ordered his arrest pending an inquest. It was furnished.

Miller's arrest preceded the filing by the coroner of his report of his "private" inquiry. For this reason it was not known when Miller was arraigned whether or not flagman C. H. Murray of the Bar Harbor train, who has been under a bond furnished by the railroad company, was to be brought before the court.

Sinto's Attorney Alling declined to say whether there would be additional arrests. The coroner's office did not expect the finding would be made a matter of record until late in the afternoon.

TO THE PUBLIC

Harmon's Home made sausages will be placed on sale on Wednesday, Sept. 17. All first class provision dealers carry them. When you ask for Harmon's you get the best. Made in your home city.

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Portsmouth, N. H., Tuesday, September 16, 1913.

## The Value of Pageants.

The ambition of any city or town to revive its ancient history by pageants and similar celebrations is certainly most laudable. The New England communities which in recent years have been increasing their efforts in this direction have met with flattering success. Through various associations they have awakened a deep interest in local history and by means of pageants alone they have been able to reproduce historical scenes which have greatly impressed young and old with the importance of their native place in the past.

The finest thing about these celebrations is the inspiration they are to the inhabitants to have more civic pride and to undertake tasks beneficial in the highest degree to a community. The residents of years ago did not have so many advantages as the present generation have, yet in spite of all drawbacks they utilized their talents for the good of their fellow-citizens. If their descendants do likewise, the harvest will be a bountiful one, and improvements will spring up everywhere. Our cities and towns can be rendered far more beautiful and attractive than they are, and every good citizen should join in all efforts tending to that end.—The Boston Globe.

The above article fittingly applies to this city which is rich in its historical traditions and has many well preserved colonial homes. Portsmouth should by all means have a celebration of this nature.

## Hollie's Speech.

But the real political pith in the speech of the New Hampshire senator was not the cry of pauper wages. He claimed that some employees of manufacturing concerns were members of the legislature of his state, and that these men were asked by their employers to vote against the democratic caucus nominee for United States senator. As the cracker to his speech the senator said: "What sort of a claim have men like these to special favors at the hands of a democratic congress?" The veiled inference in this question is the assumption that a democratic congress lives and has its being to legislate for democrats and pass out favors to members of the party. That there are doubtless low-browed republicans who would be equally partisan does not improve the inference. Men of this sort, no matter what the party badge they wear, have a distorted idea of the function of a political party in a republic. They are equally wrong regarding the real meaning of party policy. The intelligent advocates of a protective tariff believe in that policy not because it will help republicans and hinder democrats; they believe that such a policy helps the general prosperity of the country, and, in the long run, is better, presently and prospectively, for all classes. In fact, the time has gone by when any party policy can be safely or successfully presented or applied simply as a partisan system of rewards and punishments.—Philadelphia Ledger.

## The President Embarrassed.

President Wilson certainly has the sympathy of all citizens regardless of party over the way his cabinet is embarrassing the country. The President is trying to carry out the democratic platform and that is as he should, and the party is suffering from the conduct of a majority of the cabinet. There is not a democratic paper in the country but what deplores the actions of Messrs. Bryan, McReynolds and others.

## An Important Question of Authority to Be Settled.

The New England railroad is to settle the question as to who is to run the railroads, the officers of the Union or the officers of the railroad. It is time this matter was settled and the public feeling is such that it will be judicious to have the matter settled without any friction.

Wilson has returned from Cornish, where he went to see his daughter perform. His next excursion should be to witness Bryan do his "stunt" under the canvas at so much per night.

It looks as though the Washington administration had told "Filz" to go to —, Old Orchard or any other place. He cannot bluff Mr. Wilson & Co.

"Just what is there coming from the Boston Elevated public hearing?" remarks an exchange. From this distance it looks like one or two candidates for office.

Thaw will reside in Manchester, runs a Union headline. Well, if he does and ever visits Portsmouth it will be "Good Night" to Manchester.

This week will see the tariff fight over. Let us hope so, and then for business—and we hope good business.

## Characteristic Pictures of Late Mayor W. J. Gaynor, Who Died at Sea and Body Shipped to America.



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While the body of Mayor William J. Gaynor of New York city was being brought to America on the Lusitania expressions of sympathy were received by the family from all parts of the country. Mayor Gaynor was beyond doubt a national figure. Not only was he widely known because of the attempt to assassinate him three years ago, but because his name was mentioned as a possible candidate for the Democratic nomination for president before the Baltimore convention nominated Woodrow Wilson. These characteristic pictures of the dead mayor are interesting, particularly the one with the snake, which was taken at the time he accepted the Independent nomination for reelection as mayor just before he sailed on what proved to be his death voyage.

## MISS EGGLESTON DIES FROM EFFECTS OF HER INJURIES

(Continued from Page 1.)

and raced to the Westworth hospital. Dr. Higgins who was but a few minutes behind, took O'Mahoney and the woman in his car and followed. Mr. O'Mahoney insisted on getting out at the Broadway hotel in Dover and Dr. Higgins continued on to the hospital arriving in time to assist in taking Miss Eggleston in.

An examination revealed fatal injuries. There was a small fracture of the skull on the left side, her chest was crushed in with four ribs broken so that they perforated the left lung. She was unconscious and until one o'clock had not shown any signs of coming to.

Miss Goodwin, other than the nervous shock, was uninjured, and Mr. Crocker had a sprained back. Mr. Harvey had escaped with a badly bruised leg and was able to return to his home in this city. Miss Goodwin after she had called her parents in this city was put to bed much against her will. Mr. Crocker, as soon as he left Miss Eggleston at the hospital, and learned the extent of her injuries went to the Dover police station and made a complaint against O'Mahoney who he claimed ran into them while running at an excessive rate of speed. Mr. O'Mahoney was found at the Broadway hotel and taken to the police station. The young body who was with him, as soon as she reached Dover, departed on a train. O'Mahoney was held at the police station and application for bail was refused pending the result of Miss Eggleston's injuries.

Messrs. Dickey and Hoyt, owners of the Portsmouth Market, sent up a big pair of oxen and their car a Hudson was righted and later hauled into this city. The other car was also hauled in to this city and taken to the repair shops on Vaughan street. Both cars are badly damaged. The head car had the left forward wheel completely carried away, the axle bent back, and the frame of the car badly twisted. The wheel shield and top as well as lights were wrecked. The other car was badly damaged, for the right wheel had been carried away and the frame of the car bent in under the body, while the engine was badly twisted and jammed and there was evidence that the driver of the other car had applied his brake when he saw the accident coming.

Miss Eggleston's home is in Berlin

and her parents were notified of her serious condition soon after she was taken to the hospital. She was one of the most brilliant teachers in this state and her work here with Miss Eggleston has done much to give this school its high standing. She has been here about five years and was very popular with everybody, parents and pupils alike.

The news of the accident spread very rapidly and there was a general expression of sorrow over the city. Many automobiles from here went out to the wreck.

## THE SARTORIAL GAME.

Alarming Expository Tendencies of Feminine Fashion and Moralizing Thereon Are Distracting.

The sartorial game, of course, is pursued by various individuals for a variety of reasons. Many old-fashioned and matter-of-fact persons still regard clothes chiefly as a protection; others wear clothes for purely conventional reasons; a large class consider them as a helpful decorative scheme and there are several million, chiefly women, who view clothes as life's great adventure and try to make the enterprise as exciting as possible.

Now, it stands to reason that when you have a large number of intrepid adventurers all working with the ardent desire to make some certain enterprise as excitingly adventurous as possible, something appalling is bound to result. The activity tends to make news, which in turn, if pushed hard enough, may become a sensation, a scandal, or a downright panic. That is the present status of clothes, so far as the ladies are concerned. They seem to have reached the scandalous stage, and in some places the police have undertaken to live up to some of the ideals of Anthony Comstock.

When we consider a thoroughly up-to-date woman tagged out in the latest skirt from Paris, we are forced to the melancholy conclusion that the fables of the field are not arrayed like one of these. And we suspect that if the fables were the Village Improvement Society would rise up in scandalized horror and require the farmers to drape them with some old clothes out of the attic. We can see sights on our streets every day now that the authorities would not have permitted in the burlesque theatres 20 years ago.

Perhaps we shall grow accustomed to it in time, but in the process of evolution a great many persons of conservative ideals and old-fashioned ideals are being profoundly shocked. And that is why we say that these persons, and probably most of us in some degree are in danger of forgetting the fundamental purpose of clothes. For it seems to be a fact, however distressing, that clothes had their origin in a desire for decorative effect. Those who regard clothes as a

necessary protection or as a mere convention may have their plausible excuse, but the truly consistent ones are those who consider clothes only for their ornamental value. They are getting back to first principles, and any attempt to depend in part upon the other reasons is a subterfuge, or at least a weak compromise.

The present fashion of feminine attire is a demonstration of the "Hellenic renaissance" and as such in the artistic sense is something highly to be commended. So there you have it, and it sounds very reasonable. Still, we have a notion that perhaps the ancient Greek ladies, on an average were rather more in a uniform style of architecture than the ladies of the present day. Classic revolutions do not seem to be invariably adapted to the modern figure.

However, if modern French fashions are in line with ancient Greek art they must be all right. In this connection a Kansas City magistrate has just declared that "there is nothing harmful in the suit skirt, daintiness, gown or any other present form of woman's attire." On the contrary, he is convinced that one of the most vicious epochs of society was when hoopskirts were worn.

Apparently neither sex can adopt a fashion or a custom without arousing envy and a spirit of emulation in the other sex. At a recent convention of "International Custom Tailors" in Ohio a number of the eminent sartorialists blossomed forth in suit trousers, with which "bosomy of a delicate hue was worn." The new style was declared to be quite "fascinating." Perhaps the future thought this was something new, but the Mexicans have been wearing suit trousers for some years, with an extremely spectacular effect. —Providence Journal.

## GOLF TOURNAMENT FOR GRANDFATHERS

Chicago, Sept. 15.—A tournament unique in golf will be played on Wednesday when grandfathers of the Homewood Country Club will try for honors. The event was once postponed through the influence of prospective grandfathers.

Unless visits of the stork make other members eligible, 34 players will enter. Each has been invited to bring a guest who also must be a grandfather. Each contestant will be allowed half a stroke for each grandchild and a full stroke for each grandchild produced at the tee.

A bronze statue of a child teetering a ball, designed by the daughter of a member of the club, who is a grandfather will be awarded the winner.

Hives, cereals, lard, or salt rheum nola you envy. Can't bear the touch of your clothes? Doan's Ointment is fine for skin itching. All druggists sell it. 50 cents a box.

## CURRENT OPINION

UNSKILLED LABOR IS A WASTE

There is no task which can be as well performed by the unintelligent as by the intelligent worker, and it is as true that no work ever will exist which is so simple that the trained worker cannot do it better than the untrained worker.

The minimum wage must be advanced and will be as the average of trained intelligence is raised.

The theory that there should be, for the good of the community, a large class so unskilled that they are glad to get any work to do at any wage has been a stumbling block in the path of progress for, lo, many years. We are now beginning to become conversant with its futility.

In the United States there is no such thing as any industry demanding unskilled labor. The presence of such labor is a national handicap. We have it plentifully. We have thousands of unskilled workers who can do any rough old job you put them at—and do it wrong.

But no kind of work which ever has been done by any human being, from the painting of a picture to the gathering of garbage, can be done as well by unskilled as by skilled workpeople. We must, as soon as may be, remove the wrong impression from our minds. It has been the base of much of our industrial trouble.—Owen R. Lovejoy, General Secretary of the Child Labor Committee.

## AVIATOR MEETS HORRIBLE DEATH

Max Lillie Plunges Several Hundred Feet When Biplane Breaks.

Galzburg, Ill., Sept. 15.—Max Lillie, an aviator was killed today at the Galzburg district fair. His biplane was overturned by a gust of wind, when several hundred feet in the air and the aviator was hurled to the ground with the machine after him. He died within a few seconds after the spectators reached him. Several thousand persons witnessed the accident.

The accident was due to the collapse of a wing as Lillie was making a turn. Mrs. Lillie fainted in the grand stand when she saw her husband fall. The aviator was crushed by the engine which landed on his head and chest.

Lillie was born in Stockholm 31 years ago and came to America in 1903. For several years he was in the contracting business in St. Louis. His family name was Lillmanstrom. He adopted the name Max Lillie three years ago when he became a professional aviator. He had made 650 flights without an accident and conducted a school for aviators in Chicago.

## ASSUMES NEW DUTIES.

Charles W. Brewster of This City Becomes Cashier of Concord Bank.

The Concord Monitor has the following to say of Charles Warren Brewster, who was recently elected cashier of the First National Bank in Concord:

Mr. Brewster comes from Portsmouth in every way fitted to discharge the duties of his responsible position. He was born in Roxbury, Mass., and is 41 years of age, son of Charles G. Brewster, and grandson of Charles W. Brewster, who was for 50 years a journalist and printer, also author of the Rambles About Portsmouth. Previous to his removal to the capital city he had been a resident of Portsmouth for 33 years.

He was educated in the common schools of that city and at Portsmouth High, upon leaving which he entered directly into the banking business. He was connected with the First National Bank of that city for 16 years serving as clerk, bookkeeper and teller. He left that position to accept the cashiership of the Peabody Savings Bank in 1906, serving seven and one-half years and resigning to accept the position of cashier of the First National Bank in this city. He was elected secretary of the New Hampshire Bankers' Association at the June meeting of the present year, and during his banking connection in Portsmouth he was largely connected with trust funds and real estate interests.

Mr. Brewster is a Mason and holds membership in St. Andrew's Lodge, A. F. and A. M., Washington Chapter, Davenport Council, and DeWitt Clinton Commandery, K. T. He is a member of the North Congregational church of Portsmouth and was clerk and treasurer of that corporation, and is also interested in Y. M. C. A. work as director of the Portsmouth Association. He is also a member of Alpha Council, Royal Arcanum, one of the strongest councils of the order in New Hampshire.

He holds membership in the Warlock Club of Portsmouth. He has been treasurer for 12 years of the Portsmouth Country Club, and is a member of the New Hampshire Historical Society.

With his wife and son, Charles T., Mr. Brewster has taken the Chandler residence at the corner of Concord

and South Spring streets, where he will make his home.

## LOSES 20 POUNDS IN HICCOUGH FIT

Merchantville, N. J., Sept. 15.—Four physicians have sought in vain to cure M. S. Smoker, train inspector of the Pennsylvania railroad who is dying here of a severe attack of hiccoughs. He became ill Sept. 2 and so far the affection has failed to respond to medical treatment. He is attacked with hiccoughing spells at intervals of every three or four seconds.

Mr. Smoker is 50 and weighed 230 pounds when he became ill. In the last ten days he has lost 20 pounds in weight.

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Best Can Corn ..... 8c C.  
Alaska Red Salmon ..... 15c C.  
10 lbs. Sweet Potatoes ..... 25c  
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Clinton St. .... 1800  
Court St. .... 500

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## MET HER DEATH BY FOUL PLAY

Woman's Body Is Found in  
Reservoir at Med-  
ford, Mass.

Medford, Mass., Sept. 15.—The body of a woman fashionably clothed in black, was found today floating in the waters of the Tuffs college reservoir by boys at play and tonight was unidentified.

The woman's dress indicated that she was in mourning and gave rise to early belief that she had committed suicide. But examination of the body developed the existence of discolorations on the face below the eyes, around the nose and along the lips, were signs that blood had trickled out. Whether this was the result of a blow from some person or instrument or the result of a fall or contact with the reservoir bank had not been determined tonight.

Medical Examiner Thomas M. Durrell said that there was nothing to assist in identifying the body.

Unofficially it was said that all identifying marks had been cut or otherwise removed from the clothing. Until the autopsy, which Medical Examiner Durrell will perform tomorrow, is to be done toward the determining the significance of these reported facts. The body was that of a woman about 38 years of age; 5 feet 6 inches in height and weighing about 140 pounds. All her outer clothing was black. Decomposition had begun, but the features were well preserved.

The boys who found the body saw it floating in the reservoir, which is on College Hill, just back of Tuffs college buildings, about six feet from shore. They rushed to a nearby drug store, and Acting Chief of Police Howell with several other officers went to the reservoir and recovered the body.

## KITTERY

Breezy Items From the Village  
Across the River.

The Phobias will meet Friday evening with Mrs. Georgia Seaward of Walker street, instead of the vestry. Members are requested to bring thin-bloss.

Macanqua Chapter, No. 30, O. E. S., hold a regular meeting, Wednesday evening at Odd Fellows' hall.

Hon. Myra Mitchell is attending court at Alfred today.

A new road is soon to be built, continuing Old Ferry lane, to Whipple road at a point just above Kittery Point bridge. A strip of land has been given the town for that purpose by a property owner in that vicinity.

Mr. and Mrs. J. Clifford Simpson have returned to their home in West Roxbury, Mass., after passing the greater portion of the summer with the latter's mother, Mrs. Almida Stover of Merion street.

Mr. and Mrs. George Hayford have closed their summer home at Locke's cove and reopened their winter residence in Portsmouth.

Mr. and Mrs. Lewis Shortridge and son, Arnold, on Monday returned to their home in Washington, D. C., after visiting Mr. and Mrs. Benjamin Bunker of Government street. They were accompanied by Miss Eva Bunker, who will visit in New York and Washington.

The Ladies Sewing Circle of the Second Christian church will meet Thursday afternoon with Mrs. Sarah Trefethen of Walker street.

Mrs. Edwin V. Wilcox of Wentworth street has returned from a visit to relatives in Saco, Me.

A concert will be given at the Second Christian church on Wednesday evening, Sept. 24.

Constitution Lodge, No. 88, Knights of Pythias, meets this evening.

Miss Charlotte M. Bickford resumed her duties in Portsmouth on Monday.

Mrs. George Smart was a recent visitor in Lawrence.

The supper committee of Kittery Grange will be entertained on Friday afternoon by Mrs. George Frost of the Intervale.

Lorenzo Thompson of Kittery Depot has concluded his duties at Hobbs & Sterling's and taken employment at Thibault's drug store, Portsmouth.

Mr. and Mrs. A. E. Lafayette and children have returned to their home in Belmont, Mass., having passed two weeks at Capt. Phinney's at the Navy Yard.

Mrs. Annabelle Natino, and daughter, Melvyl, are visiting relatives in Sandwich, Mass.

Miss Madeline Cobb of Winthrop, Mass., passed Sunday at Capt. W. N. Phinney's, Navy Yard.

Work has begun on the extension to Elliot for the Polly pond water.

Capt. Warren N. Phinney of the Navy Yard is enjoying a vacation, a part of which will be spent in Boston and New York City.

Mrs. Harry Wyman and two children, Locke's Cove, are visiting relatives in Pawtucket, R. I.

Mr. George Snow, Rogers road, is quite ill at his home.

The U. E. of the Second Christian church are planning for a concert for Sept. 24, and tickets are on sale for the same.

Charles R. Hanson and son, Ridgeley, of New London, Conn., were guests of relatives here on Monday.

### MOTORISTS COMPLAIN

Local motorists who have occasion to pass over Sagamore road are complaining bitterly about a gully that has been allowed to exist in the roadway at the end of the bridge for some time. As a result several springs have been broken and a serious accident is likely to happen unless the roadway is repaired at this point.

FOUND—A gold watch in Portsmouth. Owner can have it by paying property and paying charges. Frank Robbins, Rogers road, Kittery, Me.

## ORDERS ISSUED FOR FIELD DAY

Uniform Rank, Knights of  
Pythias Will Meet Here  
on Oct. 1.

Headquarters First Regiment,  
New Hampshire Brigade,

Uniform Rank, Knights of Pythias  
Exeter, N. H., August 30, 1913.

I. The officers and Sir Knights of the First Regiment, U. R. K. P., are requested to assemble in Portsmouth, Wednesday, October 1, 1913 for a Regimental Field Day.

II. A parade will be held, regiment forming at Portsmouth depot upon arrival of arriving train.

III. Commissary Captain N. E. Curtis of Dover, Captain John S. Carl and Sergt. William Wallace of Portsmouth, will make all necessary arrangements.

IV. Captain and Quartermaster Henry Milburn, of Manchester, Captain and Adj. A. E. Goss and Captain P. A. Moore of Exeter are appointed a committee to arrange a program of sports.

V. Cars will be ready at the Square in Portsmouth to convey Sir Knights to Rand's Grove after parade, where an old fashioned club will be held.

VI. Our engagements in the past have not been all that have been wished. So let every officer and Sir Knight in the First Regiment make a special effort to be present at this field day.

No expense but our fare.

VII. Captains and recorders are hereby ordered to see that every Sir Knight in their commands receive a copy of this circular.

VIII. Captains of each company will cause their recorders to notify Captain N. E. Curtis of Dover, the number of Sir Knights from their company that will attend, not later than September 20.

FRED W. SANBORN, Colonel First Regiment.

A. E. GOSS, Captain and Adjutant.

## "CASCARETS" ALWAYS STRAIGHTEN YOU UP

If Costive, Headachy, Bilious, Stomach Sour, Breath Bad—Clean Your  
Liver and Bowels

Get a 10-cent box now.

You men and women who can get feeling right who have headache, coated tongue, foul taste, and foul breath, dizziness, can't sleep, are bilious, nervous and upset, bothered with a sick gassy, disordered stomach, or have headache and feel all worn out.

Are you keeping your bowels clean with Cascarets, or merely forcing a passage every few days with salts, cathartic pills or castor oil?

Cascarets work while you sleep; cleanse the stomach, remove the sour, indigestible, fermenting food and foul gases; take the excess bile from the liver and carry out of the system all the constipated waste matter and poison in the bowels.

A Cascaret tonight will straighten you up by morning—a ten cent box from any drug store will keep your stomach sweet, liver and bowels regular and head clear for months. Don't forget the children. They love Cascarets because they taste good—never gripe or sicken.

Mr. and Mrs. Forrest C. Varrell of Rye are the guests of Mr. and Mrs. Pierce Davis of Waltham, Mass.

Mr. and Mrs. Edwin C. Heyworth who have been passing the summer at Foss Beach, closed their summer home today.

Mrs. T. Ira Marden and Mrs. Horton Marden have returned to their home at Rye Beach after passing the summer at Alton Bay.

Mr. and Mrs. George W. Hayford of Middle street closed their luncheon at Kittery on Monday, and reopened their residence in this city.

Miss Marlon Tenney Craig of Lovell street, graduate of Portsmouth High school, class of 1913, left on Monday for Boston to enter upon her studies at Simmons college.

Misses Helen Bartlett and Frances Shillaber, who graduated from Portsmouth High school in June, have returned to the High school to take up the post-graduate course.

Mr. and Mrs. Gustave Peyser, Mr. and Mrs. Frank L. Pryor and Miss Mildred Peyser are in Philadelphia, where the male members of the party are attending the convalescence of the 32d Scottish Rite Masons.

Altered the Case.

In one review I caricatured a famous dancer. A little while after, while abroad, I was told that the husband of the lady was looking for me with a big stick. A few weeks later I returned to London. I met the husband, who shook me warmly by the hand and thanked me effusively for the skit on his wife. They had quarreled in the interval.—George Groszsmith in The Tatler.

Adapting the Phrase.

"Mr. Browne is a charming and a scholarly young man," declared a Chicago lady who was insisting in print on her right to select her own husband. From which we infer that it will soon be proper to refer to Mr. Browne as "a husband and a scholar."

The Portsmouth Brewing Co. have leased the stables of John Holland on Hanover street during the construction of the bottling plant on Bow street.

DERELICT IDENTIFIED.

The Lottie R. Russell Was  
Abandoned April 15.

Hallifax, N. S., Sept. 15.—The derelict towed into Halifax yesterday, by the United States derelict destroyer

Seneca and grounded on the Dartmouth side is the Lottie R. Russell of New York. Her owners are Russell & Compton of Bridgeton, N. S.

The Russell, a schooner of 263 tons, sailed from Charlton, April 11 last, for New York, and was abandoned on April 15 in N. lat. 66 deg. 16 min. W. lon. 73 deg. 45 min. The members of her crew were taken on board the steamer Georgian Prince and landed at New York April 15.

The Seneca found the derelict bottom up, 150 miles east of Halifax. In five months the wreck had drifted 1000 miles and her final capture in the path of commerce by Capt. Johnston of the Seneca is regarded as one of the most unusual incidents in the history of the revenue cutter service.

For several days after the wreck the revenue cutter Onondaga searched the shoals off Hatteras for the disabled craft, but she had been driven to sea and lost. Early in September a derelict was reported in the path of commerce off Halifax. The Seneca on Sept. 5 started on the 700 mile chase, which finally solved the mystery of the whereabouts of the Lottie R. Russell.

THE STREAM THAT IS NEVER  
CROSSED

There's many a sorrow and pain I know  
As we tread the path of life;  
There's many a grief and lasting we  
And the way is toil and strife;  
But the hardest load we have to bear  
Is the labor and strength that's  
lost  
In the building the bridge with toll-  
some care.  
Over the stream that is never  
crossed.

We have fretting and worry from  
morn till night,  
And anguish weighs on the heart;  
The thorny way seems hard to right,  
And life is a bitter part.  
But there is a burden greater yet,  
Much heavier of soul it has cost,  
It is building a bridge with toll and  
sweat.  
Over the stream that is never cross-  
ed.

There's looking for crossings all the  
day,  
And searching along the shore  
For a bridge or ford along the way  
We shall never travel o'er,  
There's signing for useless toys in  
vain,  
And dreaming of chances lost;  
But the hardest to bridge with might  
and main  
The stream that is never crossed

Then gather the roses along the way;  
And treasure the fragrance rare;  
Believe in the bright and joyous ray,  
Refusing to borrow care.  
For sorrow and pain will surely come,  
And your soul be tried and crossed;  
But don't be bridging to reach your  
home. Over the stream that is never  
crossed.

—Charleston News and Courier.

PERSONALS

Lorenzo Thompson of Kittery has accepted a position as clerk at the Kittery drug store.

Ralph Macdonald has gone to Portland, Me., where he will enter Westbrook academy.

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## HAD A FLOATING BARROOM

Maine Deputy Seizes 90 Qts.  
of Whiskey in a Motor  
Boat.

Deputy Sheriff Abner F. Chick of Kennebunkport arrested two men Saturday night and at the same time made a seizure of something like 90 quarts of whiskey in a motor boat in which they were stopping. One of the men gave his name as Tyler Brooks and said he formerly lived in Kennebunkport, while the second man said his name was Benton Armstrong, and his home was in Portsmouth, N. H. Before Trial Justice H. J. Bourne in the Kennebunkport court this morning, both men pleaded guilty to charges of illegal possession.

Brooks told the court that he had nothing to do with the booze but was simply in the company of Armstrong. The court ordered Brooks to pay the costs of court, while Armstrong embezzled the county of York by paying \$100 and costs, in all amounting to \$127.48.

The opinion prevails that Armstrong and Brooks who started from Kennebunkport, N. H., with the whiskey, had planned to sail down east and dispose of their stock but the choppy season caused them to change their plans and they put into Kennebunkport and started to peddle out their stock.

The two men had not made much progress before Deputy Sheriff Chick got wise to them and the seizure of the stock and the arrest of the two men followed.

When Armstrong was first arrested he was asked what his name was and replied "Thank the Lord." He finally concluded that it would be the best course not to get funny with the deputy and stated that he was Benton Armstrong of Portsmouth.

The 90 quarts of whiskey most of which was in pint bottles was brought to Hallowell this morning by Sheriff Frank M. Irving and stored away in the room on St. Mary's street.—Hallowell Journal.

ANNIVERSARY OF BATTLE

Tomorrow, Wednesday, is the anniversary of the battle of Antietam, one of the bloodiest of the many engagements between the North and the South. Quite a number of Portsmouth veterans participated in this conflict, among the number being C. Dwight Hanson, who received an injury to his knee by a rebel bullet that has caused him to be lame ever since.

OBSEQUIES

Charles B. Horn

The remains of Charles B. Horn, who died Sept. 12 in Rochester, N. H., aged 64 years, 21 days was brought to this city Monday evening for interment in South cemetery, in charge of undertaker O. W. Haas.

BAND CONCERT

Through the kindness of the Portsmouth Lodge of Elks the North Berwick Band will give a concert on Wednesday evening at the corner of Pleasant and State streets.

THURSDAY, SEPT. 18

Portsmouth Theatre

The Great New York  
and Boston Success

WHAT  
HAPPENED  
TO MARY?

By OWEN DAVIS

Adapted from the famous "Mary" stories in the Ladies' World.

The best Comedy Drama since "Shore Acres." A mile of smiles without a frown.

PRICES

35c, 50c, 75c, \$1.00 and \$1.50

Seats on sale at Box Office. Hours 8-9 a. m., 12-30-2, 5-6, 7-8 p. m.

FADED  
PORTIERES

Can be redyed to original shade or any shade desired to match, by the veteran dyer.

H. SUSSMAN

125 Pembroke Street

Tel. 785-W

## SHOE NEWS

N. H. BEANE & CO., PORTSMOUTH, N. H.

Dorothy Dodd

We are now showing the early fall styles of Dorothy Dodd footwear. All of the vital style changes are represented here and an inspection is well worth while.

The woman who knows always selects Dorothy Dodds because she realizes that in this shoe she is getting the maximum service, maximum style, maximum foot comfort. And at a reasonable price.

We have a shoe for every foot and those who have found difficulty in being fitted properly will find their foot troubles answered here.

We are showing a special line of Dorothy Juniors for the younger ladies.

N. H. BEANE & CO.,

5 Congress St., 22 High St.

PLYMOUTH BUSINESS SCHOOL

(Portsmouth Branch)

Fall Term Begins Tuesday, Sept. 9th, 1913.

Thorough, Practical, Up-to-Date Courses offered in Shorthand and Typewriting, Bookkeeping, Business Practice and Accounts, Civil Service Preparatory, Private Secretarial Work, Commercial Teaching, and English.

A Discount of \$15.00 on the year's tuition will be allowed to those registering on or before September 9th.

Office Hours—2 to 5 and 7 to 8 P. M. daily. Write for illustrated catalogue. Telephone connection.

F. C. PERRY, Principal.

Times Building, Opposite Post Office.

SPRING BALANCE SCALE

Weighing 24 pounds by ounces

Just right for kitchen use

Price \$1.50

PRYOR & MATTHEWS,

HARDWARE AND PAINTS

36 Market St. Cor. Ladd St.

Our Stock of

Rifles and Shotguns

Is the Best Ever

We Invite Your Inspection

A. P. WENDELL & CO.

2 MARKET SQUARE—PHONE 980—981

## THIS IS YOUR OPPORTUNITY TO SAVE FROM \$75 TO \$150 ON A PIANO

We mean to make this, our tenth annual clearance sale, the greatest in the history of this house. After closing a very successful renting season, we are over-stocked with slightly used high-grade pianos and player pianos, and mean to move them quickly to make room for the new fall styles—cash or easy payments—special low rates for winter rental—the following makes to select from:

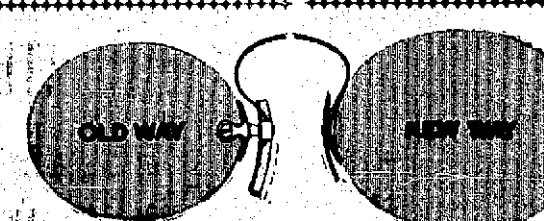
Paul G. Mehlin & Son	Wheelock
Wm. Bourne & Son	Ealey
Briggs	Kohler
Vase	Carl Bramback & Son
Lester	De Riva & Harris
Sterling	G. A. Miller
Hardman	Stodart
Henry & S. G. Lindeman	Schirmer
Merrill	

COME EARLY AND TAKE ADVANTAGE OF THIS EXCEPTIONAL OPPORTUNITY.

FRED W. PEABODY

JOS. M. HASSETT, Mgr.

Open Evenings. Telephone Connection



IF  
You want to know just what is wrong about

YOUR EYES

Call and see

GEO. C. FARRELL, O.D., Registered Optometrist

FREEMAN BLOCK, PORTSMOUTH, Tuesday, Thursday, Saturday.





# TRANSPORTATION.

## BOSTON TIME TABLE

FOR THE YEAR 1915.

**Leave Portsmouth for Boston.**—8.45, 9.35, 9.50, 9.55, 10.30, 11.00, 11.30, 12.00 a.m. Sundays—8.45, 9.35, 9.50, 10.30, 11.00, 11.30, 12.00 a.m.

**Leave Boston for Portsmouth.**—8.57, 9.31, 9.41, 9.51, 10.25, 10.55, 11.25 a.m. Sundays—9.31, 9.41, 9.51, 10.25, 10.55, 11.25 a.m.

**Leave Portsmouth for Dover.**—8.45 a.m., 12.22, 2.37, 6.37, 6.50 p.m. Sundays—7.51, 10.55 a.m., 1.35, 6.45, 7.20 p.m.

**Leave Dover for Portsmouth.**—8.55, 10.35 a.m., 1.47, 4.22, 6.35, 10.05 p.m. Sundays—7.10 a.m., 12.35, 2.40, 6.40, 10.05 p.m.

**Leave Portsmouth for York Beach.**—8.37, 10.37 a.m., 12.50, 2.45, 4.55, 6.50 p.m. Sundays—10.35, 11.37 a.m.

**Leave York Beach for Portsmouth.**—8.45, 9.55, 11.37 a.m., 1.15, 2.55, 6.45 p.m. Sundays—8.45, 9.45 a.m.

**Leave Portsmouth for Concord.**—7.55 (Mondays only), 1.15 a.m., 12.15, 6.55 p.m. Sunday—7.55 p.m.

**Leave Concord for Portsmouth.**—7.35 a.m., 12.05 p.m., 3.55 p.m. (Saturdays only), 8.45 p.m. Sundays—8.55 a.m.

**Colonial Line**  
Improved Passenger Service  
BETWEEN  
**Boston and New York**  
VIA RAIL AND BOAT  
\$4.05 ONE WAY—  
ROUND TRIP \$7.80  
WEEK DAYS AND SUNDAYS  
Fast and elegant practical steamers  
"Concord" and "Lexington"  
In Commission  
"Every Steamship Has a Window"  
Ticket Office 224 Washington St.  
Boston.

LOCAL AGENTS—H. W. BRUNFELT  
191 CONGRESS ST.—MISS MARY A.  
MC CARTHY, at Holland's Store,  
Bow Street.

**NEW YORK 240**  
**DAY STAR LINE**

Staterooms \$1, 31.50, 32  
Modern Steel Ocean Steamships  
Georgia and Tennessee  
Daily and Weekly between Providence  
and Pier 10, East River, N. Y.

**New Management.**  
**Improved Service.**  
**CHEAP TICKETS.**

214 WASHINGTON ST., BOSTON.  
 Write for Summer Folder.  
 "QUEEN OF SEA ROUTES"  
 Merchants' and Miners' Trans. Co.  
**STEAMSHIP LINES**  
**Boston and Providence**  
 TO  
 Norfolk, Newport News.

**Baltimore, Philadelphia,  
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Through tickets on sale to and from principal points. Fine steamers. Good service. Low fares. Wireless telegraph service.

**SPECIAL RATES TO**

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Send for Booklet

James Barry, Agt., Providence, R. I.  
C. H. Maynard, Agt., Seattle, Wash.  
W. F. TURNER, P. T. M.

Gen. Office, Baltimore, Md.  
1915

NAVY YARD FERRY TIME TABLE

Leaves leaves Navy Yard, Working  
6:07 a. m. 8:00 a. m. 9:15 a. m. 11:00 a. m.  
10:00 a. m. 10:50 a. m. 11:15 a. m. 11:40 a. m.  
11:40 a. m. 11:40 a. m. 12:00 p. m. 1:00 p. m.  
2:10 p. m. 2:40 p. m. 3:30 p. m. 4:00 p. m.  
4:30 p. m. 4:40 p. m. 5:00 p. m. 5:30 p. m.  
5:40 p. m. 7:45 p. m.

Sundays 10:00 a. m. 10:15 a. m. 12:15 p. m.  
1:15 p. m. 1:30 p. m. 3:30 p. m. 5:30 p. m.  
Mondays 8:15 a. m. 10:00 a. m. 11:15 a. m. 11:40 a. m.

Leaves foot of Daniel street  
Permanently, working days 8:00 a. m. 9:00 a. m. 10:00 a. m. 11:00 a. m.  
11:40 a. m. 12:00 p. m. 12:15 p. m. 12:40 p. m.  
1:10 p. m. 1:30 p. m. 1:45 p. m. 2:00 p. m.

1.15 p. m. 1.45 p. m. 2.30 p. m. 3.45 p. m.  
4.00 p. m. 4.15 p. m. 4.45 p. m. 5.00 p. m.  
6.00 p. m. 6.15 p. m. 6.45 p. m. 7.15 p. m.  
Harris trip Wednesday and Saturday  
Sunday 10.45 a. m. 11.00 p. m. 12.00 p. m.  
11.45 p. m.  
Holidays 10.00 a. m. 11.00 a. m. 12.00 p. m.  
1.00 p. m.

